

Message Text

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PAGE 01 BONN 20677 01 OF 02 081820Z

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ACTION EUR-12

INFO OCT-01 ISO-00 EURE-00 CIAE-00 DODE-00 PM-04 H-01

INR-07 L-03 NSAE-00 NSC-05 PA-01 PRS-01 SP-02 SS-15

USIA-06 IO-13 EB-07 FAA-00 DOTE-00 ACDA-07 /085 W

----- 045848

P R 081801Z DEC 76

FM AMEMBASSY BONN

TO SECSTATE WASHDC PRIORITY 3951

INFO USMISSION USBERLIN PRIORITY

AMEMBASSY BERLIN PRIORITY

AMEMBASSY BERN PRIORITY

AMCONSUL ZURICH

AMEMBASSY LONDON

AMEMBASSY PARIS

USMISSION NATO BRUSSELS

AMEMBASSY MOSCOW

C O N F I D E N T I A L SECTION 01 OF 02 BONN 20677

E.O. 11652: GDS

TAGS: EAIR, PFOR, SZ, WB, US, UK, FR, UR, GW, GE

SUBJECT: CIVAIR: INTERFLUG OVERFLIGHTS OF THE FRG

REF: A. USBER 2615 B. USBER 2624 C. BERN 5551

D. BERN 5544 E. BONN 20573

SUMMARY: ALLIED CAA'S DECEMBER 7 DISCUSSED WITH FOREIGN OFFICE OFFICIALS INTERFLUG OVERFLIGHT RIGHTS FOR BERLIN-ZURICH SERVICE. NO DECISION HAS BEEN MADE OR EVEN OFFICIALLY DISCUSSED, BUT IT SEEMS LIKELY FRG WILL COUNTER GDR PROPOSAL WITH DEMAND FOR RIGHTS TO TEGEL STOP FOR LUFTHANSA ON ITS FRANKFURT-MOSCOW-TOKYO ROUTE. EMBASSY RECOMMENDS EFFORTS TO GAIN EARLY SWISS APPROVAL OF PAN AM APPLICATION FOR BERLIN-ZURICH SERVICE. ACTION REQUESTED: DEPARTMENT'S VIEWS ARE REQUESTED. END SUMMARY.

1. ALLIED CAA'S DECEMBER 7 MET WITH JIRKA AND HELD IN FOREIGN OFFICE TO DISCUSS INTER ALIA INTERFLUG APPLICATION FOR OVERFLIGHT RIGHTS FROM FRG FOR BERLIN-ZURICH
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CONFIDENTIAL

PAGE 02 BONN 20677 01 OF 02 081820Z

SERVICE. JIRKA EXPLAINED THAT WITHOUT OVERFLIGHT RIGHTS

ROUTE WOULD BE UNECONOMIC FOR INTERFLUG BECAUSE ROUND ABOUT ROUTING WOULD ADD 340 NAUTICAL MILES. PROPOSED ROUTE WOULD NOT PASS OVER FRG-GDR BORDER BUT WOULD BE VIA PRAGUE AND CHEB.

2. JIRKA SAID THAT MATTER HAD NOT YET BEEN CONSIDERED IN THE MINISTRIES. IMPLICATION WAS THAT CHANCELLOR'S OFFICE HAD BEEN SITTING ON APPLICATION SINCE EARLY NOVEMBER, BUT THIS WAS NOT EXPLICITLY STATED. INTERESTED FEDERAL GOVERNMENT AGENCIES WERE TO MEET DECEMBER 8 TO CONSIDER HOW TO REPLY TO GDR PROPOSAL. JIRKA PROMISED THAT RESULTS OF THIS MEETING WOULD BE CONVEYED EITHER TO THE CAA'S OR THE BONN GROUP AND THAT THERE WOULD BE FULL CONSULTATION WITH THE ALLIES BEFORE ANY ACTION IS TAKEN ON THE GDR APPLICATION.

3. WHILE MAINTAINING THAT NO DECISION HAD BEEN MADE OR EVEN OFFICIALLY DISCUSSED, JIRKA SAID THAT THERE CERTAINLY WOULD HAVE TO BE SOMETHING FROM THE GDR IN RETURN FOR OVERFLIGHT RIGHTS IF GRANTED. THE LOGICAL QUID PRO QUO, HE SAID, WOULD BE RIGHTS FOR LUFTHANSA TO OVERFLY THE GDR AND STOP AT TEGEL ON ITS FRANKFURT, MOSCOW, TOKYO RUN. THIS WOULD MEAN THAT THE GDR WOULD HAVE TO ASSURE THAT THE SOVIETS WOULD PERMIT LUFTHANSA AIRCRAFT TO ENTER THE BERLIN CONTROL ZONE.

4. CAA'S ASKED WHAT EFFECT INTERFLUG'S SERVICE TO ZURICH, AND POTENTIALLY TO OTHER PLACES, WOULD HAVE ON THE ALLIED CARRIERS' SERVICES FROM BERLIN, IN VIEW OF INTERFLUG'S PENCHANT FOR UNDER-PRICING ITS OPPOSITION HELD POINTED OUT THAT SINCE SWISSAIR HAD RECIPROCAL RIGHTS WITH INTERFLUG AND THE SWISS SURELY WOULD SEE THAT THE PRICING WAS REALISTIC. HE AND JIRKA CONCEDED, HOWEVER, THAT INTERFLUG WAS CAPABLE OF ILLEGAL DISCOUNTING AND MIGHT EVEN PERMIT WEST BERLINERS TO USE CURRENCY OBTAINED ON THE BLACK MARKET WHICH WOULD MEAN A GIVEAWAY PRICE.

5. JIRKA SAID THAT THEY HAD HEARD INFORMALLY FROM THE SWISS THAT SWISSAIR HAD NO PRESENT INTENTION OF

CONFIDENTIAL

PAGE 03 BONN 20677 01 OF 02 081820Z

INAUGURATING PASSENGER SERVICE TO BERLIN.

6. JIRKA EMPHASIZED THAT WHAT WAS IN QUESTION WAS ONLY AN EXCHANGE OF OVERFLIGHT RIGHTS FOR A SPECIFIC PAIR OF ROUTES. THE FRG HAS NO INTENTION OF NEGOTIATING AN AIR AGREEMENT WITH THE GDR SO LONG AS THE LATTER INSISTS THAT SUCH AN AGREEMENT MUST DEAL WITH THE CORRIDOR REGIME. THERE IS SOME THOUGHT IN THE FEDERAL GOVERN-

MENT, HOWEVER, TO EXPANDING AN OVERFLIGHT ARRANGEMENT
TO INCLUDE MERCY FLIGHTS BETWEEN THE FRG AND WEST
BERLIN.

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PAGE 01 BONN 20677 02 OF 02 081819Z
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C O N F I D E N T I A L SECTION 02 OF 02 BONN 20677

7. HELD CALLED EMBASSY CAA DECEMBER 8 TO REPORT THAT
FRG HAD MADE FURTHER INQUIRIES OF THE SWISS GOVERNMENT
AND HAD BEEN TOLD THAT SWISSAIR IS STILL UNDECIDED
AS TO WHETHER IT WILL START SERVICE TO EAST BERLIN ON
APRIL 1, 1977, AND THAT TARIFFS FOR THE SERVICE ALSO
HAD NOT BEEN DECIDED.

8. COMMENT: IT APPEARS THAT GDR APPLICATION FOR OVER-
FLIGHTS FOR A SCHEDULED SERVICE AND EARLIER FOR
CHARTER FLIGHTS (AT LEAST 16 SO FAR IN 1976 COUNTING
ONLY THOSE ORIGINATING AT BERLIN-SCHOENEFELD), WERE
HANDLED AT WORKING LEVELS OF THE CHANCELLOR'S OFFICE
AND THE FEDERAL MINISTRY OF TRANSPORT (FMT) UNTIL

BLASTED LOOSE BY PRESS EXPOSURE. WHETHER IN THE FIRST CASE THIS WAS A MATTER OF BUREAUCRATIC INEFFICIENCY OR WAS INTENTIONAL IS UNCLEAR, BUT FMT SEEMS TO LEAVE MATTER OF CHARTER OVERFLIGHT CLEARANCES ENTIRELY TO RELATIVELY LOW-LEVEL PERSONNEL.
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PAGE 02 BONN 20677 02 OF 02 081819Z

9. WHAT WOULD BE AN ADEQUATE TRADE-OFF FOR GRANTING OF GDR APPLICATION FOR OVERFLIGHT RIGHTS IS A QUESTION THAT NEEDS CONSIDERABLE STUDY. IN THE MEANTIME, WE WOULD RECOMMEND THAT PRESSURE BE APPLIED TO SWISS GOVERNMENT TO APPROVE LONG-STANDING PAN AM APPLICATION FOR BERLIN-ZURICH SERVICE SO THAT CAA'S AND AIRLINES CAN SETTLE THAT PROBLEM AND HOPEFULLY PUT AIRLINES IN GOOD POSITION TO MEET THREAT FROM INTERFLUG. ACTION REQUESTED: DEPARTMENT'S VIEWS ON EMBASSY REACTION TO PROBABLE FRG COUNTER-PROPOSAL TO GDR AND ANY GENERAL GUIDANCE DEPARTMENT CAN OFFER ARE REQUESTED.
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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: AIR SCHEDULES, FLIGHT CLEARANCES
Control Number: n/a
Copy: SINGLE
Draft Date: 08 DEC 1976
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: ElyME
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1976BONN20677
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: GS
Errors: N/A
Film Number: D760453-1175
From: BONN
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1976/newtext/t19761260/aaaabzfl.tel
Line Count: 194
Locator: TEXT ON-LINE, ON MICROFILM
Office: ACTION EUR
Original Classification: CONFIDENTIAL
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 4
Previous Channel Indicators: n/a
Previous Classification: CONFIDENTIAL
Previous Handling Restrictions: n/a
Reference: 76 USBERLIN 2615, 76 BERN 5544
Review Action: RELEASED, APPROVED
Review Authority: ElyME
Review Comment: n/a
Review Content Flags:
Review Date: 06 APR 2004
Review Event:
Review Exemptions: n/a
Review History: RELEASED <06 APR 2004 by ShawDG>; APPROVED <06 AUG 2004 by ElyME>
Review Markings:

Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
04 MAY 2006

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: CIVAIR: INTERFLUG OVERFLIGHTS OF THE FRG
TAGS: EAIR, PFOR, SZ, WB, US, UK, FR, UR, GE, GC
To: STATE
Type: TE
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 04 MAY 2006